

9 FEBRUARY 2000



Space, Missile, Command and Control

AIRCRAFT OPERATIONS ACTIVITIES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

NOTICE: This publication is available digitally on the AFDPO WWW site at:
<http://www.e-publishing.af.mil>

OPR: 439 OSS/OSA (Ms. Kim Grybko)
Supersedes 439 AWI13-201, 15 July 1995

Certified by: 439 OG/CC (Col David McCarthy)
Pages: 40
Distribution: F

This instruction implements Air Force Policy Directive (AFPD) 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management*. It establishes procedures for aircraft flight and ground operations at Westover Air Reserve Base (ARB) and duties for support agencies. Pilots will comply with the procedures contained herein but may deviate in the interest of flying safety or when directed by Air Traffic Control (ATC) Agencies. It applies to all base, tenant units, aircrews, and those off base units serviced by 439 OSS/OSA.

SUMMARY OF REVISIONS

This revision aligns the instruction with AFPD 13-2 and changes office symbols throughout; changes Runway 5 to Runway 05 throughout, changes the Airfield Operations Board (AOB) board members (paragraph **1.1.5.**); adds a requirement to Notice to Airman (NOTAM) airspace when extending hours (paragraph **1.3.5.**); changes climb out instructions (paragraphs **3.2.3.**, **3.2.3.1.**, and **8.8.2.4.**); changes altitude from 400ft AGL to 650ft mean sea level (MSL) (paragraphs **1.5.2.** and **3.2.3.1.**); changes noise abatement procedures (paragraphs **1.5.5.1.1.**, **1.5.5.1.2.**, and **1.5.5.1.4.**); changes practice exercise advance notification to 48 hours (paragraph **1.8.**); add civilian instrument flight rules (IFR) departures (paragraph **1.12.**); changes IFR practice approaches from C5 to all aircraft (paragraph **2.4.5.**); add Helicopter Special Visual Flight Rules (VFR) per AR 95-1 establishes requirements to traffic pattern weather minima for AASF#2 (paragraph **2.6.5.1.**); removes unless visual separation can be applied (paragraphs **3.3.1.**, **3.3.2.**, and **3.3.3.**); changes installation commander to 439 Operations Group Commander (439OG/CC) (paragraph **3.6.1.**); removes maintains radio communications with drop aircraft (paragraph **3.10.1.3.**); deletes drop zone Control Officer (DZCO) cancels airdrops when radio contact has not been established (paragraph **3.10.5.5.**); adds primary crash alarm procedures for the Tower (paragraph **5.2.1.**, **5.2.2.**, **5.2.3.**, **5.2.4.**, **5.2.5.**, and **5.2.6.**); adds hot brakes procedures (paragraph **5.10.**); changes parking spots E7 and E8 to authorized for idle power runs (paragraph **7.4.4.**); removes Pad 23 Instrument Landing System (ILS) Zone 1 and obstacle clearance area (paragraph **7.5.**); changes Base Ops notifies Army Guard of Significant Meteorological Information and Airman's Meteorological Information to notifies of weather warnings and advisories (paragraph **8.3.2.**); adds 1/2 SM visibility (paragraph **8.8.1.1.**); adds IFR UH1 training

route (paragraph 8.8.2.1.); removes J taxiway (Attachment 2); adds Intersection Departure Diagram (Attachment 9); removes No Light Minimums (Attachment 11); and adds ILS critical area hold line on Pad 05 and 23 (Attachment 14). A bar (|) indicates a revision from the previous edition.

Chapter 1— GENERAL INFORMATION	5
1.1. AOB Board.	5
1.2. Administration.	6
1.3. NOTAM Procedures.	6
1.4. Airfield Waivers.	6
1.5. Noise Abatement.	6
1.6. Rescue Protection for Aeromedical Airlift Aircraft.	7
1.7. Operational Priorities.	7
1.8. Practice Exercises.	7
1.9. Aircraft Movement Areas.	7
1.10. Operation of Airport Lighting Systems and Visual Aids.	7
1.11. ATCALs.	7
1.12. Civilian IFR Departures.	7
Chapter 2— TRAFFIC PATTERNS	8
2.1. Direction of Traffic.	8
2.2. Rectangular Patterns.	8
2.3. Overhead Patterns.	8
2.4. Approaches.	8
2.5. Departure Altitude Restriction.	9
2.6. Traffic Pattern Weather Minima.	9
Chapter 3— FLIGHT OPERATIONS	10
3.1. Designation of Runway in Use.	10
3.2. C-5 Local IFR Training.	10
3.3. Opposite Direction Traffic.	10
3.4. Intersection Departures.	10
Table 3.1. Distance Remaining	11
3.5. Reserved.	11
3.6. Closing and Re-opening Runways.	11
3.7. Restricted Low Approaches.	11

3.8.	Civil Aircraft Operations.	11
3.9.	Flight Handling by ATC or FAA Facilities.	12
3.10.	Beanbag DZ.	12
3.11.	Vertical Take Offs and Landings (VTOL).	13
Chapter 4— LOCAL VFR FLYING AREAS		14
4.1.	Functional Check Flight Area	14
4.2.	Military Training Routes (MTRs).	14
Chapter 5— EMERGENCY PROCEDURES		15
5.1.	General Information.	15
5.2.	Primary Crash Alarm System.	15
5.3.	Secondary Crash Alarm System.	16
5.4.	Crash Alarm System Tests.	16
5.5.	Response to Emergencies.	16
5.6.	Termination of Emergencies.	16
5.7.	Unlawful Seizure of Aircraft.	16
5.8.	Emergency Locator (ELT) Signals.	16
5.9.	De-Arming Area.	17
5.10.	Hot Brake Procedures.	17
Chapter 6— SPECIAL OPERATIONS		18
6.1.	Aircraft Carrying Hazardous Materials.	18
6.2.	FAA Flight Inspections.	18
6.3.	Coordination Between Base Ops Flight Service Section and ATC Facilities.	18
6.4.	Runway Condition Reading (RCR) and Runway Surface Conditions (RSC).	19
6.5.	Cargo, Fuel Tank, and External Stores Jettison Area.	19
Chapter 7— GROUND OPERATIONS		20
7.1.	Vehicle Operation on the Flight Line.	20
7.2.	Visual Blind Areas.	20
7.3.	Control of Taxiway, Parking, Loading/Unloading Areas.	20
7.4.	Aircraft Engine Run-ups.	20
7.5.	Hold Lines.	21
7.6.	Taxiing on "Sierra" Taxiway.	21

7.7.	Personnel/Equipment on Airfield.	21
7.8.	Aircraft Towing.	21
7.9.	Drag Chute Removal.	22
Chapter 8—	ARMY AVIATION SUPPORT FACILITY #2	23
8.1.	General.	23
8.2.	Filing of Flight Plans.	23
8.3.	Current Weather Information.	23
8.4.	NOTAM Procedures.	23
8.5.	Traffic Patterns.	23
8.6.	Autorotation Landing Areas.	23
8.7.	Running Landing Areas.	23
8.8.	Weather Criteria for Army/NG Aircraft Operations.	23
8.9.	DZ Operations.	24
Attachment 1—	GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION	25
Attachment 2—	AIRCRAFT MOVEMENT AREA MAP	27
Attachment 3—	TRAFFIC PATTERN RUNWAY 23	28
Attachment 4—	TRAFFIC PATTERN RUNWAY 05	29
Attachment 5—	TRAFFIC PATTERN RUNWAY 33	30
Attachment 6—	TRAFFIC PATTERN RUNWAY 15	31
Attachment 7—	TRAFFIC PATTERN OVERHEAD ALL RUNWAYS	32
Attachment 8—	ADDITIONAL AASF HELICOPTER TRAFFIC PATTERN	33
Attachment 9—	INTERSECTION DEPARTURES	34
Attachment 10—	BEANBAG DROP ZONE	35
Attachment 11—	RACE TRACK OVER BEAN BAG DROP ZONE	37
Attachment 12—	FUNCTIONAL CHECK FLIGHT (FCF) AREA	38
Attachment 13—	CARGO AND FUEL TANK JETTISON AREA (IFR)	39
Attachment 14—	HOLD LINES	40

Chapter 1

GENERAL INFORMATION

1.1. AOB Board. The purpose, requirements and agenda items for AOB Board Meetings are explained in AFI 13-203, *Air Traffic Control*, Chapter 12, paragraph 5.

1.1.1. The board is established by the Installation Commander.

1.1.2. The 439 OG/CC is the designated chairperson of the board.

1.1.3. The board meets at least every 90 days and within 30 days after the receipt of an Air Traffic System Evaluation Program (ATSEP) and ATSEP team in brief.

1.1.4. The chairperson may invite other interested people to attend meetings.

1.1.5. AOB members are the incumbents of the following positions.

1.1.5.1. 439 OG/CC (Chairperson)

1.1.5.2. 439 Operations Squadron Commander (OSS/CC)

1.1.5.3. Airfield Operations Flight Commander (AOF/CC)

1.1.5.4. Chief, Airfield Management (439OSS/OSA)

1.1.5.5. Communication-Computer Information Systems Officer (439 CS/SC)

1.1.5.6. Chief, Controller Tower (CCTLR) (439OSS/OSCT)

1.1.5.7. Operations Officer, 337 Airlift Squadron (337AS/DO)

1.1.5.8. Operations Officer, AASF #2 ARNG MA (AASF #2 ARNG MA)

1.1.5.9. Chief of Safety (439AW/SE)

1.1.5.10. Base Civil Engineer (439SPTG/CE)

1.1.5.11. Wing Operations Airspace Manager (439OSS/OST)

1.1.5.12. Standardization/Evaluation (439OG/OGV)

1.1.5.13. Base Weather (439OSS/OSW)

1.1.5.14. Civilian Airport Manager

1.1.5.15. Support Group Commander (439SPTG/CC)

1.1.5.16. Terminal Instrument Procedures Specialist

1.1.5.17. AOB minutes will be published and distributed (above base level) within 15 workdays after a board meets.

1.1.6. ATC Board Minutes are published within 15 duty days of the meeting.

1.1.7. Publish items requiring annual review include monthly review dates. Annual review items and review month: Airspace (Apr), ATC Flying Procedures (Jan), Base Instructions (Jan), LOAs (Jan), Operations Letters (Jan), OPLAN Taskings (Jan), Local Aircraft Priority (Jan), Waivers review (Mar), Parking Plan (Apr), MACA (Apr/Oct), Alternate ATC Capability (Jul), TERPS (Jul), AICUZ (Oct).

1.2. Administration. The DOD civilian Operations Officer is designated the Chief, Airfield Management.

1.3. NOTAM Procedures.

1.3.1. 439 OSS/OSA is designated as the Westover ARB NOTAM Control Center.

1.3.2. The Westover Control Tower is the Air Traffic Control and Landing Systems (ATCALs)/NOTAM monitor facility and reports all interruptions and malfunctions of ATCALs to 439 CS/SCMM. When an ATCALs facility fails, the controllers shall advise aircraft being controlled, 439 OSS/OSA and Bradley Approach Control.

1.3.3. When determined by 439 OSS/OSA that approach/runway lighting systems are over the allowable outages in accordance with FAAO 6850.5 or runway markings become obscured, a NOTAM will be sent.

1.3.4. Westover Tower watch supervisor shall verify appropriate NOTAMs with 439 OSS/OSA prior to airfield opening.

1.3.5. Airfield hours of operation are 0700L to 2300L daily. Extension of airfield hours requires NOTAM changing airspace class G to class D for those hours.

1.4. Airfield Waivers. All waivers to airfield and airspace criteria are reviewed annually by the 439 OSS/OSA, 439 AW/SE, 439 OSS/OSCT, and 439 CE. Requests for additions, deletions, or reconfirmations are forwarded by 439 CE to HQ/AFRC/CEPR AFRC for approval.

1.5. Noise Abatement.

1.5.1. Assigned flying units follow the practices established in AFI 13-201, *Reducing Flight Disturbances*, in order to minimize the disturbances of flight operations.

1.5.2. Heavy aircraft turn right to 350 degree at 650ft MSL when departing Runway 33.

1.5.3. Practice VFR closed traffic pattern to Runway 15/33 is not approved for heavy aircraft unless cross winds prohibit the use of Runway 05/23. Pilots advise the Tower: "Request Runway 15/33 due to cross winds".

1.5.4. C-5 aircraft climb out with flaps down at Vmco +10 knots until 2,000 MSL for all departures (both IFR and VFR).

1.5.5. Runway 23 Local IFR climb out shall be: Maintain 1200 ft MSL until departure end, then turn right heading 360, Climb and maintain 3000 ft MSL, unless directed otherwise by Westover Tower.

1.5.5.1. Noise abatement between hours of 2200 local and 0600 local, traffic permitting, shall be:

1.5.5.1.1. Departing Runway 23, heading 255, when the first fix is west of the Runway 23 centerline and heading 205 when the first fix is east of Runway 23 centerline.

1.5.5.1.2. Departing Runway 05, heading 080, regardless of destination.

1.5.5.1.3. Westover Tower shall initiate noise abatement with Bradley TRACON.

1.5.5.1.4. No practice approach for jet traffic after 2200 local daily or 0700 local to 1200 local on Sundays.

1.5.5.1.5. Noise complaints will be forwarded to Public Affairs (PA).

1.6. Rescue Protection for Aeromedical Airlift Aircraft. 439 OSS/OSA is the agency designated to coordinate rescue protection for Aeromedical Airlift Aircraft. The Tower advises 439 OSS/OSA of arriving aircraft as soon as possible and relays information requested by the pilot.

1.7. Operational Priorities. Operational priorities are provided in accordance with Federal Aviation Administration Order (FAAO) 7110.65; however, coordination with Bradley Approach Control is made to permit drop aircraft to meet their time of arrival (TOA) over the DZ. After the Tower clears a drop aircraft/formation for approach to Runway 33/Beanbag DZ, no other aircraft is permitted to maneuver in such a way as to interfere with airdrop aircraft/formation.

1.8. Practice Exercises. The Exercise Evaluation Team Chief briefs OSCT and CAM 48 hours in advance if airfield facilities or aircraft movement areas are involved. Consistent with security considerations, OSCT provides information on the time of the exercise, the affected aerodrome movement area and the degree of involvement by Tower personnel and airfield management.

1.9. Aircraft Movement Areas. Aircraft movement areas are the runways and taxiways R, Y, N, and G (see [Attachment 2](#), Aircraft Movement Area Map). The Tower is the controlling agency and must be contacted prior to entering these areas. Once personnel have entered the AMA, constant two-way communications shall be maintained.

1.10. Operation of Airport Lighting Systems and Visual Aids. The Tower is responsible for operating the control panel for airport lighting systems and visual aids during operating hours. During other times lighting may be operated from the vault by qualified airfield lighting specialists, if directed by the Installation Commander. The tower advises 439 OSS/OSA whenever airfield lighting cannot be operated in accordance with FAAO 7110.65, so a NOTAM or Airfield Advisory can be published.

1.11. ATCALs. ATCALs equipment should not be placed on back up power for severe weather because the autostart feature of ATCALs generators are considered reliable.

1.12. Civilian IFR Departures. All civilian aircraft will comply with FAR 91.175 departure requirement of 1/4 SM or 1600ft RVR unless a individual waiver is filed with Westover Metropolitan Development Corporation (WMDC) and approved by FAA.

Chapter 2

TRAFFIC PATTERNS

2.1. Direction of Traffic. (See [Attachment 3](#) through [Attachment 8](#).)

- 2.1.1. For Runways 15 and 23 - Left traffic or as directed.
- 2.1.2. For Runways 05 and 33 - Right traffic or as directed.
- 2.1.3. Entries and departures are from 45 degrees or as directed by the Tower. Prescribed altitude and airspeed is to be attained before entering the traffic pattern.

2.2. Rectangular Patterns. The Tower may authorize the alternate pattern when heavy aircraft are not operating in the traffic pattern. Practice VFR closed traffic pattern to Runway 15/33 is not approved for heavy aircraft unless cross winds prohibit the use of Runway 05/23. Pilots advise the Tower: "Request Runway 15/33 due to cross winds."

- 2.2.1. Light single/light twin-engine aircraft or helicopters - 1,000 feet means sea level (MSL).
- 2.2.2. All other aircraft - 2,000 feet MSL.
- 2.2.3. Alternate pattern - 1,500 feet MSL.

2.3. Overhead Patterns.

2.3.1. Enter on runway heading three to five miles out at 2,500 feet MSL. Break over landing threshold. Maintain 2,500 feet until turning base leg. Roll out on final approach is not less than 1/4 mile from the end of the runway and not less than 550 feet MSL. Runway 23 left break, runway 5 right break or directed by Tower.

2.3.2. Alternate pattern - 2,000 feet MSL. The Tower may authorize the alternate pattern when heavy aircraft are not operating in the traffic pattern and 1500 feet rectangular pattern is in use.

2.4. Approaches. The following approaches and traffic patterns may be approved by ATC.

- 2.4.1. Reserved.
- 2.4.2. VFR Closed Pattern.
- 2.4.3. Straight in Approaches.
- 2.4.4. Reserved.
- 2.4.5. IFR Practice Training Circling Approaches.
 - 2.4.5.1. Approaches are approved to Runways 23, 33 and 15 only.
 - 2.4.5.2. Practice training circling approach minimums are 1,200 feet MSL.
 - 2.4.5.3. Touch and go landings are authorized from any practice circling approach.
 - 2.4.5.4. For an approach to Runway 23 with a circle to Runway 23, begin circling at the approach end of Runway 23 and circle northeast for a left base to Runway 23.

2.4.5.5. For an approach to Runway 05 with a circle to Runway 23, begin circling at the intersection of the runways and circle northeast for a left base to Runway 23.

2.4.5.6. Circle approaches to Runway 33 are approved northeast of the base only.

2.4.5.6.1. Circling from Runway 23 is initiated at 3 distance measuring equipment (DME) with a left break for a right base to Runway 33.

2.4.5.6.2. Circling from Runway 05 is initiated prior to the 3 DME northeast of the base, after flying down Runway 5. The break is to the right for a right base to Runway 33.

2.4.5.7. Circling approaches to Runway 15 are approved northeast of the base only.

2.4.5.7.1. Circling from Runway 23 is initiated at 3 DME with a right break for a left base to Runway 15.

2.4.5.7.2. Circling from Runway 05 is initiated prior to the 3 DME after flying down Runway 05. The break is to the left for a left base to Runway 15.

2.4.5.8. Practice circling approaches to Runway 33 and Runway 15 will not exceed one approach per hour. If more than one approach per hour is required for training, the practice circling maneuver to Runway 23 can be flown.

2.5. Departure Altitude Restriction.

2.5.1. When departing Runway 33 heavy aircraft will turn to 350 degrees at 650 MSL.

2.5.2. Departing aircraft maintain 1,000 feet MSL until the departure end of runway unless advised otherwise by the Tower.

2.6. Traffic Pattern Weather Minima.

2.6.1. Rectangular. Ceiling 2,300 feet AGL; visibility three miles.

2.6.2. Alternate Rectangular. Ceiling 1,800 feet AGL; visibility three miles.

2.6.3. Overhead. Ceiling 2,800 feet AGL; visibility three miles.

2.6.4. Alternate Overhead. Ceiling 2,300 feet AGL; visibility three miles.

2.6.5. Helicopter - VFR (1000/3). Special VFR, on request, clear of clouds

2.6.5.1. Helicopter AASF#2 MA. Army National Guard - VFR (1000/3). Special VFR, on request, clear of clouds, per AR 95-1 requirements.

Chapter 3

FLIGHT OPERATIONS

3.1. Designation of Runway in Use. The Tower is responsible for determining the runway in use in accordance with FAAO 7110.65. In the event of wind equipment failure, equipment outage, or conflicting wind information, the Tower will request estimated wind information from the on-duty weather observer for determining runway in use.

3.2. C-5 Local IFR Training. C-5 crews file local IFR training routing as follows. CEF direct DECCO direct CEF, at 3,000 feet MSL

3.2.1. 439 OSS/OSA forwards departure data to the Tower as required by **Chapter 6**, paragraph **6.3**.

3.2.2. Standard Bradley Departure frequencies of 125.65 or 327.1 are omitted.

3.2.3. Standard Local Climb Out. Runway 23, Fly heading 230. Maintain 1000 ft until departure end, then climb and maintain 3000 ft. Leaving 1200 ft, turn right heading 360. Runway 05. Fly heading 050. Maintain 1000 ft until departure end of runway, then climb and maintain 3000 ft. Runway 15. Fly heading 150. Maintain 1000 ft until departure end, then climb and maintain 3000ft. Runway 33. Heavy aircraft. Fly heading 330. Leaving 650 ft, turn right heading 350. Maintain 1000 ft until departure end of runway, then climb and maintain 3000 ft. Runway 33. Other than heavy aircraft. Fly heading 330. Maintain 1000 ft until departure end, then climb and maintain 3000 ft.

3.3. Opposite Direction Traffic. Traffic permitting, the Tower may approve opposite direction take offs and landings. Opposite direction separation is as follows.

3.3.1. Opposite Direction Arrival versus Arrival. A preceding arrival must land before a subsequent arrival is allowed to proceed closer than ten miles from the runway.

3.3.2. Opposite Direction Arrival versus Departure. Opposite direction arrivals shall not proceed closer than 10 miles from the departure end of the runway in use until the departing aircraft is airborne and established on a course diverging by at least 45 degrees from the reciprocal of the final approach course.

3.3.3. Opposite Direction Departure Versus Arrival. The opposite direction departure shall be airborne and established on a heading diverging by at least 45 degrees from the reciprocal of the final approach course prior to an arrival to the runway in use reaches 10 mile final.

3.4. Intersection Departures. Intersection departures are authorized when approved by the Tower. Pilots are responsible to ensure conditions warrant use of shorter runway distances. Runway distance remaining from connecting taxiways and intersection of Runway 23 and 33 is shown in the following table. (See **Attachment 9**, Intersection Departures.)

Table 3.1. Distance Remaining

<i>DISTANCE REMAINING</i>		
Taxiway or Intersection	Runway 23	Runway 05
INTX 15/33 & Runway 05/23	8,600	2,700
N & Runway 05/23	3,850	7,500
	Runway 33	Runway 15
INTX 05/23 & 15/33	4,450	2,200
G & Runway 15/33	3,650	3,150
R & Runway 15/33	2,150	4,450

3.5. Reserved.**3.6. Closing and Re-opening Runways.**

3.6.1. 439 OSS/OSA or a designated agent, acting as agent for the 439OG/CC, is the only authority for closing or re-opening runways.

3.6.2. If there is an aircraft accident on the airfield or in the immediate approach zone, or a hijack/theft alert is in progress, the Tower holds all take offs, landings and taxi operations, except emergency operations. Emergencies will be handled on a case-by-case basis.

3.6.3. Airfield checks are made following emergency landings that could adversely affect runway conditions. The CAM or representative, may waive this inspection when warranted, and authorize re-opening of runways following emergency landings.

3.6.4. The Tower may suspend runway operations as deemed necessary.

3.7. Restricted Low Approaches.

3.7.1. Restricted low approaches of at least 500 feet AGL (heavy aircraft 1,000 feet) above the airport are authorized except over an aircraft in take-off position or a departure aircraft.

3.7.2. The approaching aircraft is advised of the location of applicable ground traffic, personnel, or equipment. Ground personnel are advised of the aircraft making a low approach.

3.8. Civil Aircraft Operations.

3.8.1. Civil aircraft authorized to use Westover ARB in accordance with AFI 10-1001, Civil Aircraft Landing Permits, park on the North Ramp (transient) or the Army Guard Ramp, as appropriate.

3.8.2. Other civil aircraft park in the WMDC parking area in accordance with the Joint Use Agreement.

3.8.3. All civil aircraft are authorized full use of Westover ATCALs and are handled as routine traffic.

3.8.4. Civilian aircraft training is limited to low-approaches only, unless coordinated otherwise with WMDC and 439 OSS/OSA.

3.9. Flight Handling by ATC or FAA Facilities. Pilots having questions about flight handling should contact the Bradley Tower shift supervisor or Westover Tower shift supervisor immediately after landing.

3.10. Beanbag DZ. The DZ lies northwest of Runway 05/23 and northeast of Runway 15/33 (see [Attachment 10](#), Beanbag Drop Zone). It is approved for the aerial delivery of heavy equipment (HE), Container Delivery System (CDS), Paratroopers, Standard Air-drop Training Bundles, and High Altitude Low Opening (HALO) personnel drops. Minimum airdrop altitude is 400 feet AGL. The maximum drop altitude is in accordance with gaining command directives and must have FAA concurrence and approval. The initial point (IP) is on the 131 degree radial and 19 DME from the Westover Tactical Air Navigational Aid (TACAN). The DZ frequency is 301.4 MHZ. The DZ is also the designated Emergency Cargo and Fuel Tank Jettisoning Area (see [Chapter 6](#), paragraph 6.5.). Use of the DZ must be coordinated with and approved by Airfield Management (439OSS/OSA), DSN 589-2951, Commercial (413) 557-2951.

3.10.1. The DZCO.

3.10.1.1. Reports to 439 OSS/OSA dispatcher prior to proceeding on the aerodrome.

3.10.1.2. Is the only authority to clear an aircraft for an airdrop.

3.10.1.3. Monitor guard frequency on 243.0 MHZ UHF.

3.10.1.4. Notifies 439 OSS/OSA of all time over target changes when they occur.

3.10.2. Drop Times. The 439 OSS/OSA Controller informs the Tower, Central Security, CE and Law Enforcement of scheduled drop times and revised drop times.

3.10.3. Drop Aircraft.

3.10.3.1. Files scheduled TOA for the DZ and type of airdrops (i.e., HE, CDS, personnel) in the remarks section of DD Form 175, **Military Flight Plan**.

3.10.3.2. Contact the Tower as soon as possible after passing the IP with position, number of aircraft, and type of drop; i.e., "Westover Tower, SKIER 91, flight of three, 15 DME Southeast for Beanbag DZ, live CDS." Drop aircraft shall not enter the Westover Class D airspace if not in contact with the Tower by six DME. **NOTE:** Traffic advisories may be requested from Bradley Approach Control.

3.10.3.3. Upon completion of the drop, depart the DZ as follows.

3.10.3.3.1. For tactical recovery, or additional routes, turn north and climb to appropriate VFR altitude.

3.10.3.3.2. For race tracks to the DZ, turn to 131 degrees and climb to appropriate altitude (see [Attachment 11](#), Race Track Over Bean Bag Drop Zone).

3.10.3.4. After clearing the DZ, contact the Tower and state intentions.

3.10.3.5. Acknowledge all instructions from the Tower and Bradley Approach Control upon receipt.

3.10.3.6. Advise 439 OSS/OSA of all revised DZ TOTs unless assured that the DZCO has made the change.

3.10.4. Westover Tower.

3.10.4.1. Gives current surface winds and altimeter setting on initial aircraft contact.

3.10.4.2. Issues a low-approach clearance to Runway 33 and gives surface winds as soon as possible, but not later than five miles out.

3.10.4.3. Clears any Tower-controlled vehicle or aircraft out of the area located to the right of Runway 33 (DZ personnel excepted), when HE, CDS and personnel drops are scheduled.

3.10.4.4. Coordinate with Bradley Approach Control, as appropriate, to permit drop aircraft to meet scheduled TOA over the DZ and avert airdrop delays.

3.10.5. Restrictions. The drop aircraft or the DZCO cancels airdrops when:

3.10.5.1. Weather falls below basic VMC or those specified in gaining command directives, whichever is higher.

3.10.5.2. Drop winds exceed those specified in gaining command directives.

3.10.5.3. The Computed Air Release Point falls over the North Ramp.

3.10.5.4. Unauthorized vehicles or personnel are on the DZ.

3.10.5.5. No smoke is visible on the DZ.

3.10.5.6. In addition to the above, HE and CDS drops are not conducted when:

3.10.5.6.1. The CARP falls on or left of Runway 33.

3.10.5.6.2. Aircraft, vehicles or personnel are located to the right (north) of Runway 33 to include Dogpatch training area. Exceptions:

3.10.5.6.2.1. DZ personnel and equipment.

3.10.5.6.2.2. Firing range occupants.

3.10.5.6.2.2.1. 439 OSS/OSA advise DOD Police of scheduled drop times.

3.10.5.6.2.2.2. DOD Police advise range chief of drop times to cease firing and heads up.

3.10.5.6.2.3. Personnel and equipment occupying Dogpatch field training area when coordinated with and approved by 439 OSS/OSA.

3.10.6. Night Operations. Personnel drops require approval by 439 OSS/OSA.

3.10.7. HALO Drops. HALO drops are not conducted without the authorization of 439 OSS/OSA.

3.10.8. Post Drop Procedures. Following all drops, the DZCO notifies Ground Control when all loads, SATBs or personnel are accounted for. If the loads, SATBs or personnel are not accounted for, aircraft operations are not conducted until 439 OSS/OSA completes a runway inspection to ensure that the runways are clear.

3.11. Vertical Take Offs and Landings (VTOL). No vertical take offs and landings by VTOL type fighter aircraft (jet) are permitted on the black-top portion of the runway because of heat damage to the runway. VTOLs are permitted on the cement portion of Runway 05/23 (last 1,000 feet of either end).

Chapter 4

LOCAL VFR FLYING AREAS

4.1. Functional Check Flight Area (see [Attachment 12](#), Functional Check Flight (FCF) Area). FCFs are conducted in the area bounded by VORTACs as follows: Barnes 090 degree radial to SPENO; then to Gardner; V-151 to Keene; Keene 298 degree radial to Cambridge; V-487 to Canan Intersection; then to Chester to Barnes. Altitude is from 1,000 feet AGL up to but not including FL 180.

4.1.1. Pilots should contact Bradley Approach Control and advise of intent to operate in the area, stating aircraft identification type, proposed altitude, flight duration, and estimated time of arrival (ETA) for entry and departure.

4.1.2. Radar traffic advisories may be obtained from Bradley Approach Control or Boston Center, depending on altitude and position.

4.2. Military Training Routes (MTRs). The 439AW Slow Speed VFR Low Altitude Training Routes (SR) are published in FLIP AP/1B. Use of these SR routes must be coordinated and approved by Current Operations 439OSS/OSOS (DSN 589-2843).

Chapter 5

EMERGENCY PROCEDURES

5.1. General Information. When an emergency occurs, it is imperative that 439 OSS/OSA be notified immediately so that action can be taken to protect life and property. 439 OSS/OSA calls the Tower if they learn of an emergency from other sources.

5.2. Primary Crash Alarm System. This net includes the Tower, Fire Protection and 439 OSS/OSA. It is activated by the Tower for actual/exercise situations involving aircraft or aerodrome emergencies, including mishaps, disasters, bomb threats, hijackings, thefts, or when deemed necessary by the Tower watch supervisor. Medical responses are handled by fire protection.

5.2.1. The Tower will activate the Primary Crash Phone for, but not limited to the following:

5.2.1.1. Aircraft mishaps (Accident/ Incident)

5.2.1.2. Aircraft Emergency (Airborne/ Ground)

5.2.1.3. HIJACK or Theft Alert (Actual/Simulated)

5.2.1.4. Disasters (Actual/Exercise)

5.2.1.5. When advised by another facility/agency that an emergency exists.

5.2.1.6. As when deemed necessary by the controller in charge.

5.2.1.7. Hot brakes.

5.2.2. Situation permitting, obtain and relay the following information over the primary crash alarm system (PCAS):

5.2.2.1. Aircraft call sign and type.

5.2.2.2. Nature of emergency.

5.2.2.3. Pilots desires. **NOTE:** 2.1, 2.2, 2.3 are minimum required information for inflight emergencies.

5.2.2.4. Fuel on board.

5.2.2.5. Personnel on board, including totals fore and aft.

5.2.2.6. Dangerous Cargo, if any.

5.2.2.7. Landing Runway and ETA.

5.2.2.8. Impact location, if applicable. Obtain this information from crash grid map. This map is read from bottom left to right up.

5.2.3. Pertinent follow-up information shall be passed via the PCAS as the information is received.

5.2.4. Obtain an acknowledgement of information transmitted over the PCAS in the following order:

5.2.4.1. Fire Control to facilitate expeditious response of equipment.

5.2.4.2. 439 OSS/OSA.

5.2.5. Termination of the Emergency/Exercise will not be made over the PCAS. Information of this nature will be passed to 439 OSS/OSA via the direct line.

5.2.6. Record all pertinent data on AF Form 3616, **Daily Record of Facility Operation**.

5.3. Secondary Crash Alarm System. This net is activated by 439 OSS/OSA and includes a Fire Protection, Installation Commander, Bio Environmental OG, CSC, Safety, Command Post, Disaster Preparedness, ROS, Public Affairs, DOD Police, Maintenance Dispatch, Civil Engineering and Support Group authorized by the 439OSS/CC. Information received from the Primary Net is repeated over the Secondary Net. Immediate response from all agencies on the net is mandatory. Supervisors ensure personnel who answer the phone are taught the applicable International Civil Aviation Organization (ICAO) phonetic alphabet, proper use of push-to-talk handsets and strict telephone discipline.

5.4. Crash Alarm System Tests. Systems tests are accomplished between 0800-0830 hours daily. Non-responses are investigated immediately to determine the reason or to correct the deficiency. During morning tests, those with transmit capability, acknowledge systems reliability by responding with their initials (ICAO phonetic). Secondary Crash Alarm is tested immediately after the Primary Crash Net test is completed.

5.5. Response to Emergencies. See 439 OPLAN 32-1, *Disaster Preparedness Operations*, for emergency response procedures.

5.6. Termination of Emergencies. The on-scene commander terminates emergencies and notifies the Tower; the Tower notifies 439 OSS/OSA by telephone and 439 OSS/OSA notifies agencies through the Secondary Crash Net.

5.7. Unlawful Seizure of Aircraft. To prevent or thwart attempts to seize an aircraft, all personnel involved in aerodrome activities must be familiar with the information and procedures in 439 OPLAN 13-207, *Anti-Hijack*.

5.8. Emergency Locator (ELT) Signals.

5.8.1. ELT signals may emanate from Crash Position Indicators located in some aircraft or from R-1 survival radio transceivers located in survival kits. **NOTE:** ELT testing is permitted only during the first 5 minutes of each hour, using no more than three audible sweeps. Signals received outside these times are considered to be an emergency transmission; however, the PCAS is not activated.

5.8.2. If the Tower receives the signal, they will note the time and notify Boston Center and 439 OSS/OSA.

5.8.3. The Tower continues to monitor 243.0/121.5. They may request bearing information from airborne aircraft.

5.8.4. 439 OSS/OSA notifies Maintenance Dispatch and the Command Post (CP).

5.8.5. 439 OSS/OSA or Aircraft Generation Squadron (AGS) attempt to determine if the source is on the airfield.

5.9. De-Arming Area. The Tower notifies 439 OSS/OSA whenever aircraft with hot guns, rockets, etc., intend to land. 439 OSS/OSA dispatch notifies Transient Alert and Fire Protection. Aircraft are taxied to the parking area via runways. Primary parking area is Pad 19 on a heading of 060 degrees. Alternate area is Pad 33 heading of 010 degrees. After all armament is cleared and placed in a safe position, the aircraft is moved to normal parking areas (see [Attachment 2](#)).

5.10. Hot Brake Procedures. Aircraft reporting hot brakes will be treated as an emergency. Pilot intentions will be relayed to the Tower. The aircraft will stop on the runway or turn off and stop on Pad 05, 23, 33, Runway 15/33, "N", "R", "Y" taxiway and hold until released by the Fire Department.

Chapter 6

SPECIAL OPERATIONS

6.1. Aircraft Carrying Hazardous Materials. Aircraft carrying hazardous materials are handled in accordance with Air Force Joint Instruction 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*, and AFI 32-4001, *Disaster Preparedness Planning and Operations*. Aircraft taxi via runways and "G" Taxiway north of Runway 15/33. See [Attachment 2](#) for hazardous cargo parking locations.

6.2. FAA Flight Inspections. The Tower provides expeditious handling of FAA Flight Inspection aircraft and will notify 439 OSS/OSA when a Flight Check aircraft is operating at Westover. 439 OSS/OSA arranges for prompt servicing, ground support, transportation, for these aircraft and will notify CP if outage will effect local flying.

6.3. Coordination Between Base Ops Flight Service Section and ATC Facilities. Coordination between the 439 OSS/OSA controller and Tower controller includes, but is not limited to the following.

6.3.1. The 439 OSS/OSA controller notifies the Tower 30 minutes prior to proposal of all proposed military/military contract departures, giving the following information.

6.3.1.1. Aircraft Identification

6.3.1.2. Aircraft Type

6.3.1.3. Estimated Time of Departure

6.3.1.4. Type of Flight Plan (IFR/VFR: Local/Cross Country, etc.)

6.3.1.5. Destination

6.3.1.6. Remarks (include special handling requests, distinguished visitor code, etc.)

6.3.1.7. The Tower will verify military/military contract aircraft IFR departure request with 439 OSS/OSA in the event 439 OSS/OSA has not called in a proposal.

6.3.2. 439 OSS/OSA keeps the Tower advised of conditions which might constitute a hazard to aircraft and of known vehicular traffic on or in close proximity to the landing area.

6.3.3. 439 OSS/OSA notifies the Tower of all estimated arrivals of aircraft requiring special handling; i.e., DVs, hot cargo, airdrops, etc.

6.3.4. The Tower notifies 439 OSS/OSA Flight Service Section of:

6.3.4.1. Arrival and departure times of all military and military contract aircraft including composite VFR/IFR arrivals and departures.

6.3.4.2. Information received from inbound flights about dangerous cargo, hot guns, rescue protections, drag chute deployment, etc.

6.3.5. The primary means of communications for this coordination is the direct landlines. Recorded dial numbers may be used as an alternate during outages.

6.3.6. The Tower maintains a count of civil landings at Westover ARB.

6.4. Runway Condition Reading (RCR) and Runway Surface Conditions (RSC). Airfield Management implements procedures for determining RCR and RSC in accordance with AFI 13-213.

6.4.1. Monitors runway surface conditions at all times.

6.4.2. Reports RCR and RSC to the Base Weather Observer Station, Command Post, Flight Service, Army Guard and Tower. Notifies these agencies when the runway conditions are changed, revised, or canceled.

6.4.3. Reports RCR as prescribed by AFI 13-213, Airfield Management and 439 OSS/OSA, and T.O. 33-1-23. In addition to numerical RCR value, issues equivalent braking action to the Tower using the table in the FLIP, Flight Information Handbook.

6.5. Cargo, Fuel Tank, and External Stores Jettison Area.

6.5.1. VFR. The Cargo and Fuel Tank and External Stores Jettison Area is Beanbag DZ. Pilots declare an emergency to the Tower prior to jettisoning. 439 OSS/OSA notifies the Tower when DZ area is clear and safe for jettisoning (see [Attachment 10](#)). In addition, 439 OSS/OSA notifies CP.

6.5.2. IFR (see [Attachment 13](#), Cargo and Fuel Tank Jettison Area (IFR)).

6.5.2.1. Notify Command Post.

6.5.2.2. The planned drop area is on the 140 degree radial/14 NM DME off Pease (PSM) TACAN/VHF Omni-Directional Radio Range (VOR), at an altitude of 2,000 feet MSL on a course of 140 degrees.

6.5.2.3. Contact Manchester Approach Control or Boston Center for vector to the drop area.

6.5.2.4. If radar vectors are not available, proceed to drop area specified above. For time to drop use 14 DME or apply ground speed/distance computation from Pease TACAN/VOR.

6.5.2.5. Check drop area by visual, radar, and all available means to ensure that area is clear of surface vessels.

6.5.3. In an extreme emergency, jettison is left to the judgment of the aircraft commander.

Chapter 7

GROUND OPERATIONS

7.1. Vehicle Operation on the Flight Line. See 439AWI 13-202, *Flightline Driving Program*, for vehicle operation on the flightline.

7.2. Visual Blind Areas. The following areas on the aerodrome are not visible from the Tower. Precautionary advisories cannot be issued to aircraft operating within these areas.

7.2.1. Hardstand "A" (Area south of DC Hangar and Pull-Through Hangar).

7.2.2. Taxiway "A" and WMDC terminal parking area.

7.2.3. Portions of "N" and "G" behind C-5s tails.

7.3. Control of Taxiway, Parking, Loading/Unloading Areas.

7.3.1. The Tower controls all taxiing aircraft.

7.3.2. The aircraft operator is responsible for taxiing, parking, and loading/unloading in authorized areas.

7.4. Aircraft Engine Run-ups.

7.4.1. When no flight plan is filed, engine run-ups must be authorized by Maintenance Dispatch, who notified CP. CP notified Fire Protection (CEF), Central Security Control (CSC), and 439 OSS/OSA. 439 OSS/OSA notifies the Tower; information includes the run-up location.

7.4.2. The operator must contact the Tower prior to aircraft movement or engine start for reasons of safety and to prevent unnecessary anti-theft actions.

7.4.3. Operators are responsible for selecting areas for engine run-up that will not cause damage from prop/jet wash.

7.4.4. Aircraft operations during engine runs on parking spots E-1 thru E-6 only. (Only Idle power engine runs on E-7 and 8 are authorized.)

7.4.4.1. Idle power engine runs E1-E8.

7.4.4.1.1. Operations are authorized on Runway 05/23 for all aircraft.

7.4.4.1.2. Taxi operations on "G" taxi-lane are authorized for all aircraft.

7.4.4.2. Above idle to full power engine runs E1-E6.

7.4.4.2.1. Operations are authorized on Runway 05/23 for large and heavy aircraft.

7.4.4.2.2. Engine-running aircraft must be brought back to idle for small aircraft operations on Runway 5/23.

7.4.4.2.3. Engine-running aircraft must be brought back to idle for all aircraft operations on "G" taxi-lane.

7.4.5. Aircraft Operations during engine runs on parking spots E-9 thru E-14.

7.4.5.1. Idle power engine runs E9-E14.

7.4.5.1.1. Operations are authorized on Runway 05/23 for all aircraft.

7.4.5.1.2. Taxi operations on "G" taxi-lane are authorized for large and heavy aircraft.

7.4.5.1.3. Taxi operations on "G" taxi-lane are not authorized for small aircraft.

7.4.5.2. Above idle to full power engine runs E9-E14.

7.4.5.2.1. Engine-running aircraft must be brought back to idle for all aircraft operations on Runway 05/23.

7.4.5.2.2. Engine-running aircraft must be brought back to idle for large and heavy aircraft taxi operations on "G" taxi-lane.

7.5. Hold Lines. Hold lines are marked on pavement areas of runways, pads and appropriate taxiways. Additional hold lines are marked on Pad 5 to protect the ILS critical area. The Tower advises taxiing aircraft and vehicles when it is necessary to hold at the instrument hold lines. (See [Attachment 14](#), Hold Lines.)

7.6. Taxiing on "Sierra" Taxiway. "Sierra" is a joint use taxiway. Military aircraft are limited to day-light operations. Exceptions must be approved by the OG/CC or the CAM.

7.7. Personnel/Equipment on Airfield. No personnel, vehicles or equipment (except authorized emergency vehicles during emergency situations) enter the designated aircraft controlled movement areas (see [Attachment 2](#)) without clearance from the Tower.

7.7.1. Any agency or function which requires access to the taxiway/runway complex coordinates with the CAM as far in advance as possible.

7.7.2. The CAM coordinates with the CP to ensure that proposed activity does not interfere with scheduled operations.

7.7.3. The CAM thoroughly briefs all personnel involved in such activity on procedures to be followed. Two-way radio communication is established with the Tower prior to entering the runway complex, and is maintained at all times while personnel and/or equipment are on the runway complex.

7.7.4. The CAM coordinates with the chief controller of the Tower prior to the start of any approved work on the controlled movement areas, ramp areas, or taxiways which would affect the movement or flight of aircraft in the Westover Class D Surface Area. Final approval is obtained from the Tower crew on duty prior to moving onto the above areas. This coordination includes complete information concerning work or activity to be performed while the personnel/equipment are on the runway, and any other pertinent information.

7.7.5. Recall of vehicles/personnel from the movement areas is accomplished through radio communications or light gun signals as prior coordinated. The Tower will flash runway lights on and off for vehicle to vacate the runway.

7.8. Aircraft Towing. Towing procedures are as follows.

7.8.1. Maintenance dispatch notifies CP. CP notifies Fire protection (CEF), Central Security Control (CSC), and 439 OSS/OSA. 439 OSS/OSA will notify Tower of intended operation prior to start of towing.

7.8.2. The tow vehicle, aircraft, or accompanying maintenance vehicle maintains continuous radio communications with the Tower.

7.8.3. Between official sunset and sunrise, the aircraft displays steady wing tip lights.

7.9. Drag Chute Removal. In the event an aircraft drag chute is deployed on a runway or taxiway, the Tower notifies 439 OSS/OSA, who in turn notifies Transient Alert (TA) to remove the chute. If TA is not on duty, 439 OSS/OSA personnel or any available personnel remove the chute. The runway or taxiway is closed until the chute is removed.

Chapter 8

ARMY AVIATION SUPPORT FACILITY #2

8.1. General. Provides operating procedures for the Army Aviation Support Facility #2 (AASF #2). This support facility is composed of two aviation units of the Massachusetts Army National Guard: D Co, 1/126 Avn and the MA RAID. A total of 12 helicopters are located on the ramp south of the Pad 5 run-up area.

8.2. Filing of Flight Plans.

8.2.1. AASF #2 Flight Operations files all flight plans by hot line or Fax 2156 with 439 OSS/OSA. A copy of DD Form 175 or Commander Local Flight Log is kept on file at the AASF Operations for at least 90 days.

8.2.2. When advised, 439 OSS/OSA notifies AASF Flight Operations by hot line of incoming flights terminating at the AASF.

8.3. Current Weather Information.

8.3.1. Weather forecasts and DD Form 175-1, **Flight Weather Briefings**, are obtained by telephone from an appropriate military/civilian weather briefing facility.

8.3.2. 439 OSS/OSA notifies AASF by hot line of any weather warning or advisory.

8.4. NOTAM Procedures. AASF Operations contacts 439 OSS/OSA for NOTAM information by hot line or MAIS if flight operations are going to be performed. Current civilian NOTAMs are obtained by telephone through the appropriate Flight Service Station.

8.5. Traffic Patterns.

8.5.1. Traffic patterns are flown as depicted in [Attachment 3](#) through [Attachment 6](#). An additional traffic pattern is authorized for helicopters to and from the Pad 5 area when departing/arriving the local area (see [Attachment 8](#), Additional AASF Helicopter Traffic Pattern).

8.5.2. Traffic pattern and VFR arrival and departure altitudes are described in [Chapter 2](#) of this publication.

8.5.3. Pilots avoid flight over the base cantonment areas, base housing and surrounding populated areas, hangars, fuel storage, and ammunition storage areas.

8.6. Autorotation Landing Areas. Practice touchdown autorotations are conducted on Runway 15/33 and Runway 05/23 and on the sod in Area A (parallel to Runway 15/33) or on the sod in Area B (parallel to Runway 05/23) (see [Attachment 2](#)). Instructors insure that the Crash/Rescue personnel are alerted prior to conducting practice touchdown autorotations.

8.7. Running Landing Areas. Practice running landings are accomplished on Runway 15/33 and Runway 05/23.

8.8. Weather Criteria for Army/NG Aircraft Operations.

8.8.1. VFR/Special Visual Flight Rules.

8.8.1.1. Helicopter operations. Helicopter traffic may operate within Westover Class "D" surface area with appropriate ATC clearance provided they remain clear of clouds and have 1/2 SM visibility per AR 95-1 requirements.

8.8.2. IFR. All aircraft may take-off when the weather is below landing minimums provided the crews are qualified and current in accordance with AR 95-1. AASF Flight Operations insure compliance with AR 95-1 for AASF operated aircraft.

8.8.2.1. Army crews file Local IFR UH1 training routing: CEF direct BAF direct CEF at 3000 ft MSL.

8.8.2.2. Base Ops Flight Service Section forwards departure data to the Tower as required by [Chapter 6](#), par [6.3](#).

8.8.2.3. Standard Bradley Departure frequencies of 125.65 or 327.1 are omitted.

8.8.2.4. Runway 23 Local IFR climb out shall be: Leaving 1200ft Turn right heading 360, climb and maintain 3000ft MSL.

8.8.3. IFR Arrivals. Weather minima is in accordance with DOD FLIPs and appropriate Army, National Guard Bureau, and The Adjutant General Massachusetts regulations.

8.9. DZ Operations. DZ operations are authorized when cleared by ATC. Low-level traffic patterns are as cleared by ATC and remain well clear of active runways when in use.

MARTIN M. MAZICK, Colonel, USAFR
Commander

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION***Abbreviations and Acronyms*

AASF—Army Aviation Support Facility
AGL—Above Ground Level
AIRMET—Airman's Meteorological Information
AOB—Airfield Operations Board
ATC—Air Traffic Control
ATCALS—Air Traffic Control and Landing Systems
CARP—Computed Air Release Point
CAT—Combat Aircrew Training
CCTLR—Chief, Controller Tower
CDS—Container Delivery System
DME—Distance Measuring Equipment
DZ—Drop Zone
DZCO—Drop Zone Control Officer
ELT—Emergency Locator Transmitter
ETA—Estimated Time of Arrival
FAA—Federal Aviation Administration
FAAH—Federal Aviation Administration Handbook
HALO—High Altitude Low Opening
HE—Heavy Equipment
ICAO—International Civil Aviation Organization
IFR—Instrument Flight Rules
ILS—Instrument Landing System
IP—Initial Point
MSL—Mean Sea Level
NOTAM—Notice to Airman
NVG—Night Vision Goggles
PCAS—Primary Crash Alarm System
RCR—Runway Condition Reading
RSC—Runway Surface Condition

SR—Slow Route

TACAN—Tactical Air Navigational Aid

TOA—Time of Arrival

VFR—Visual Flight Rules

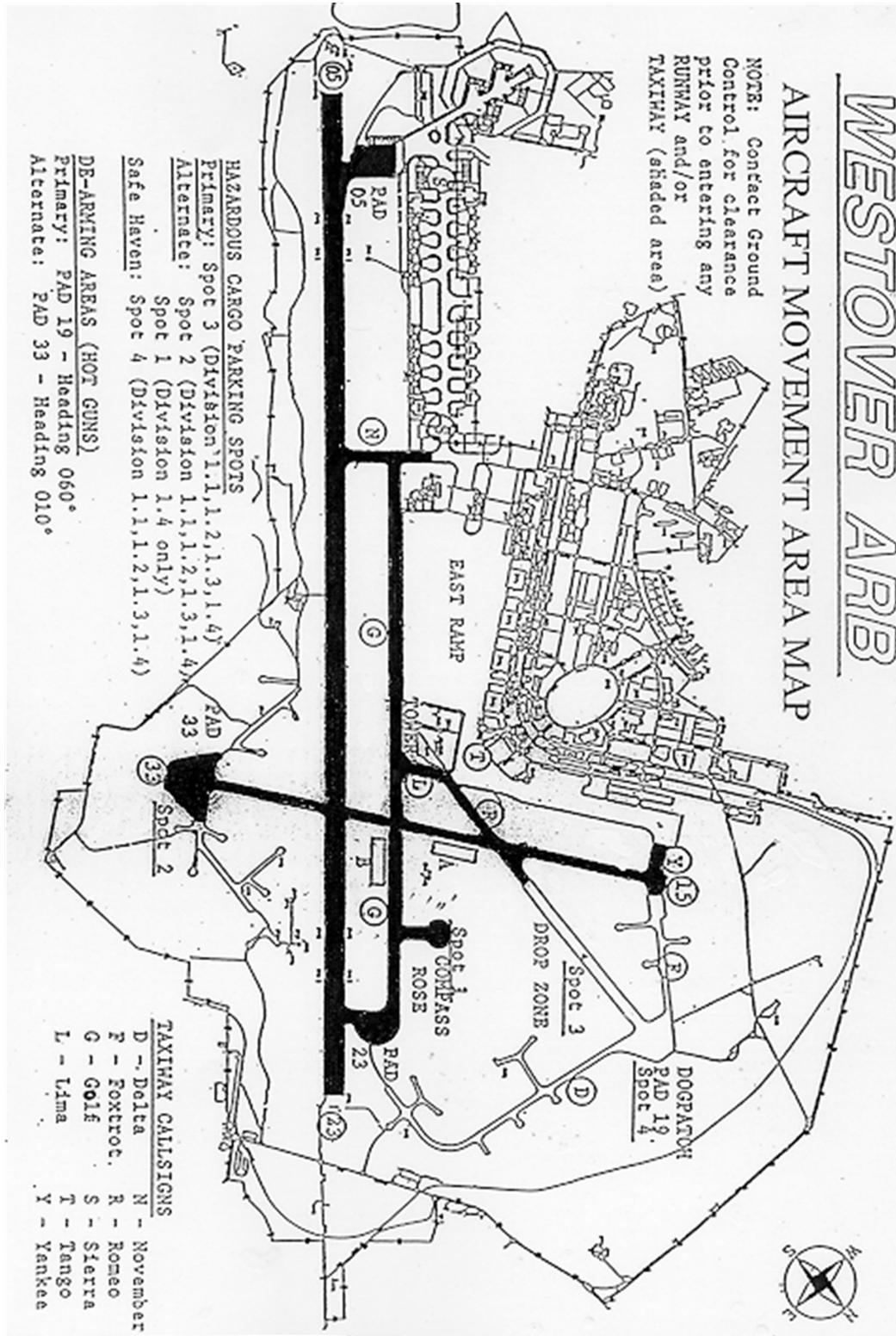
VOR—VHF Omni-Directional Radio Range

VTOL— Vertical Take Off or Landing

WMDC—Westover Metropolitan Development Corporation

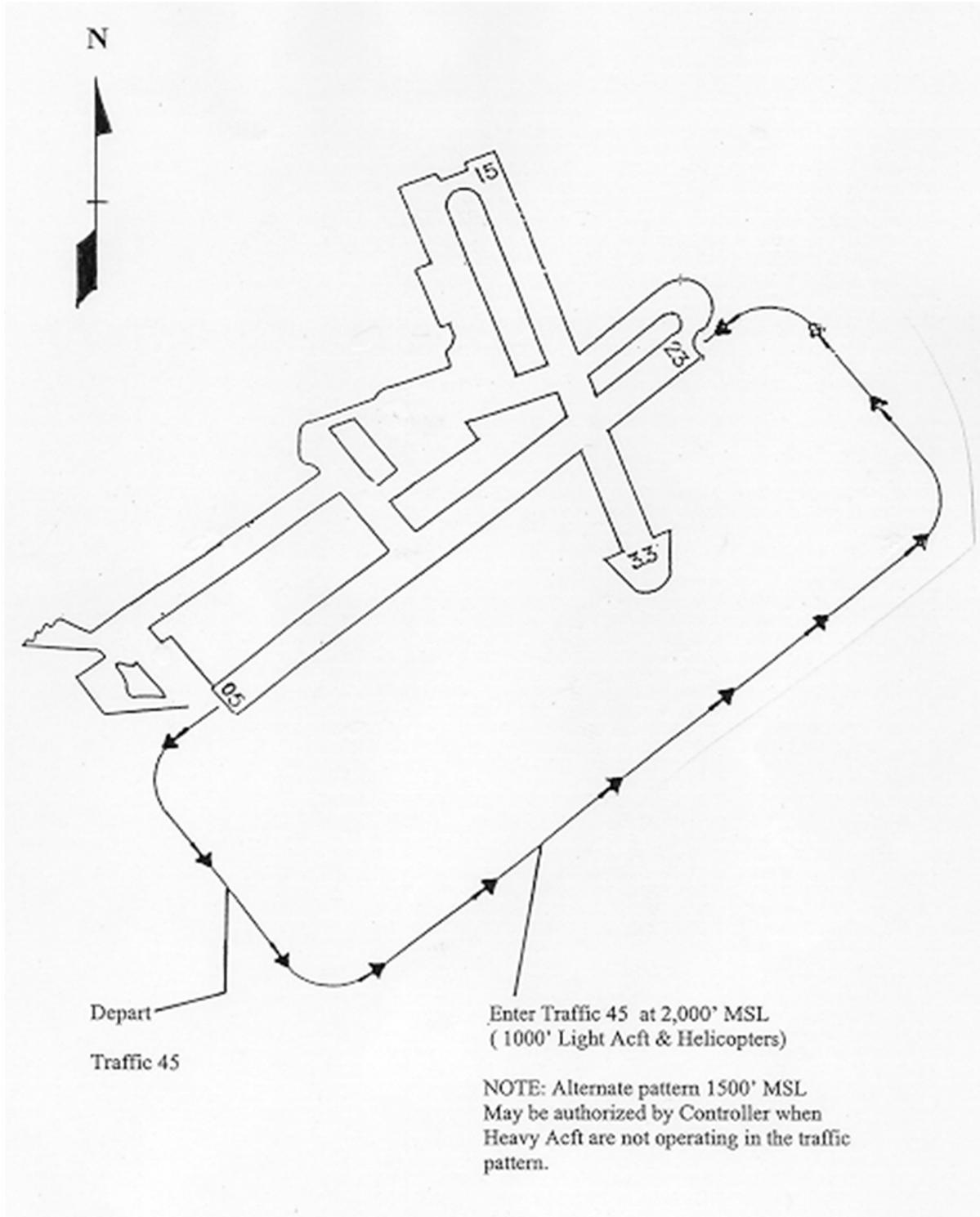
Attachment 2

AIRCRAFT MOVEMENT AREA MAP



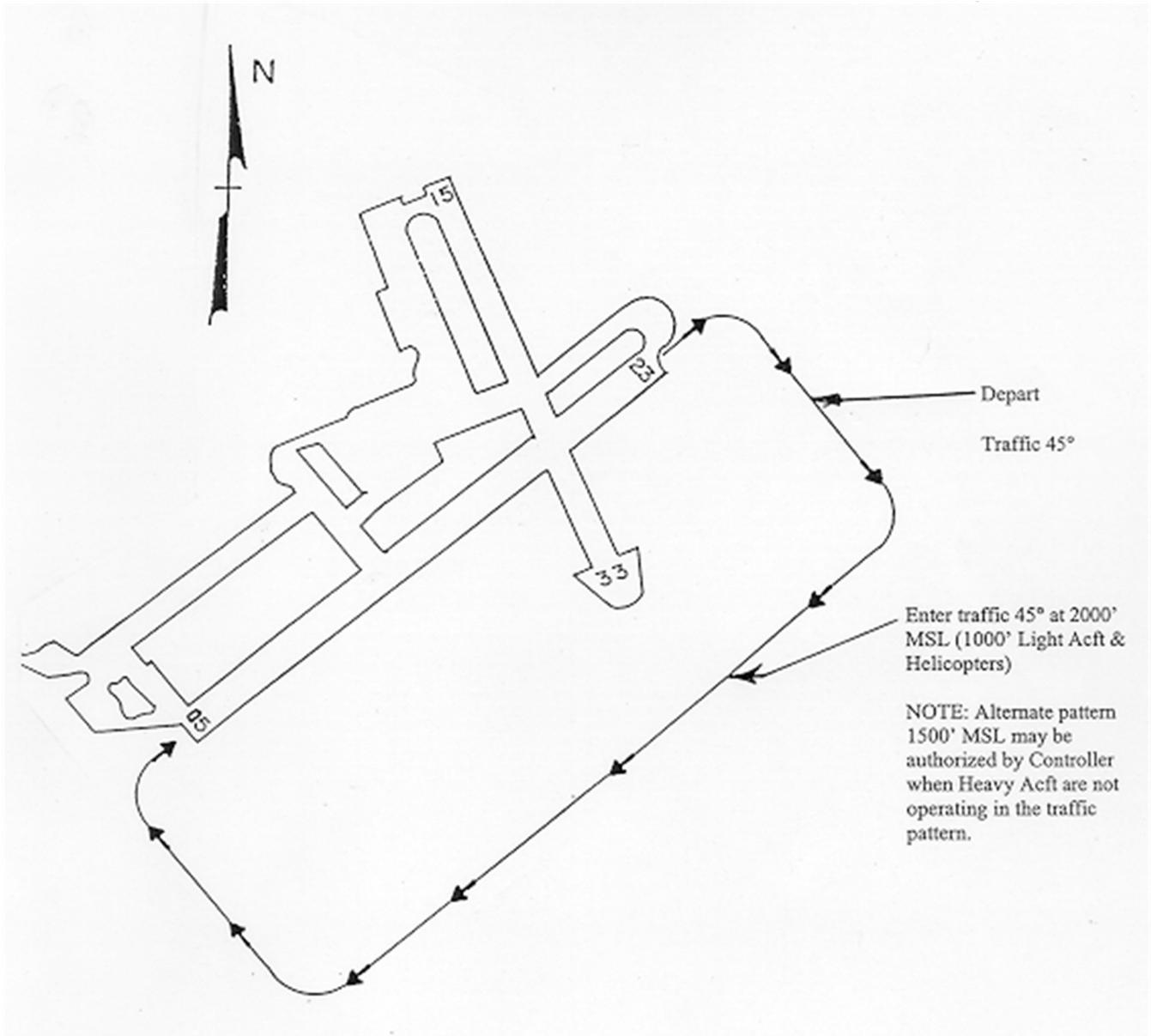
Attachment 3

TRAFFIC PATTERN RUNWAY 23



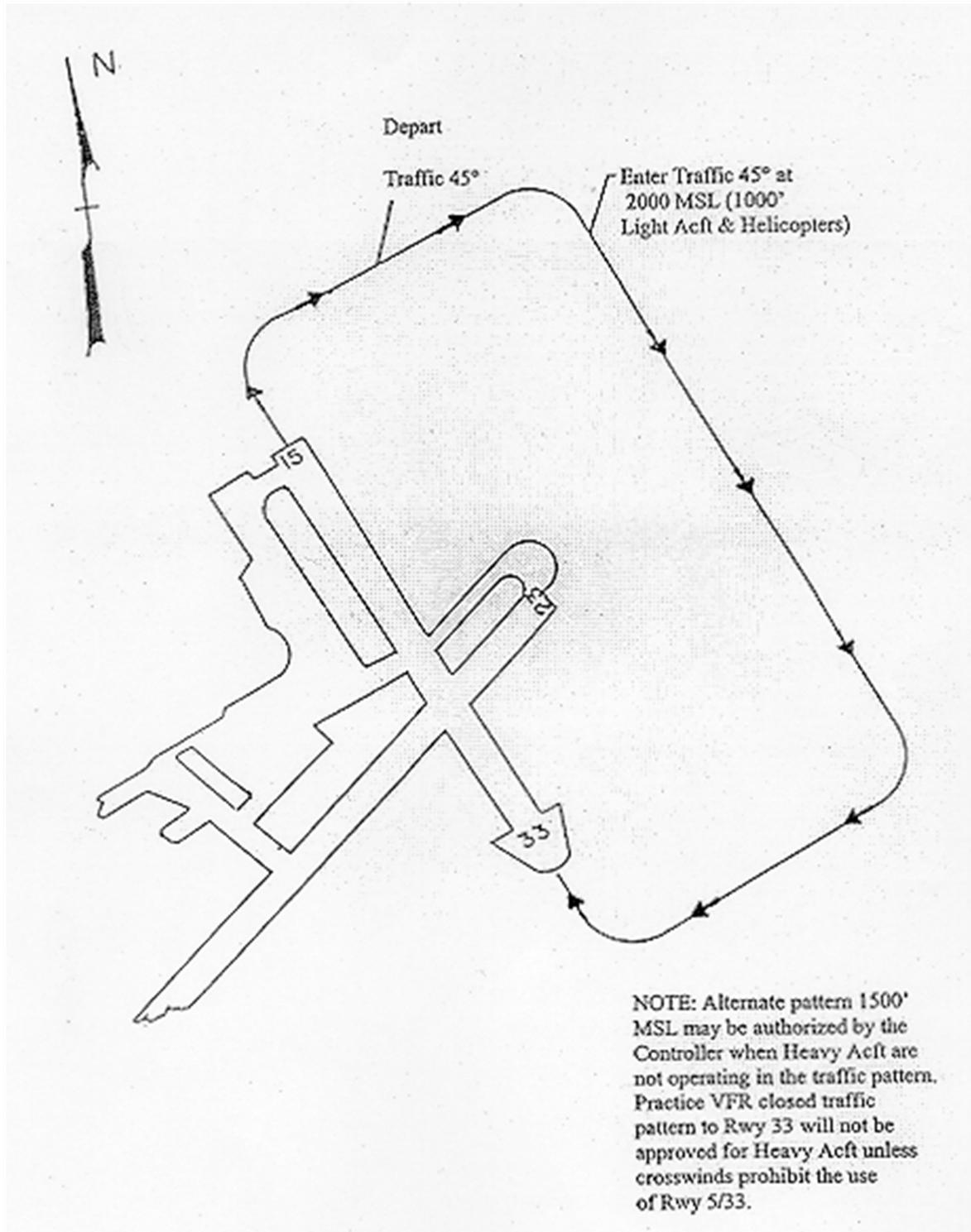
Attachment 4

TRAFFIC PATTERN RUNWAY 05



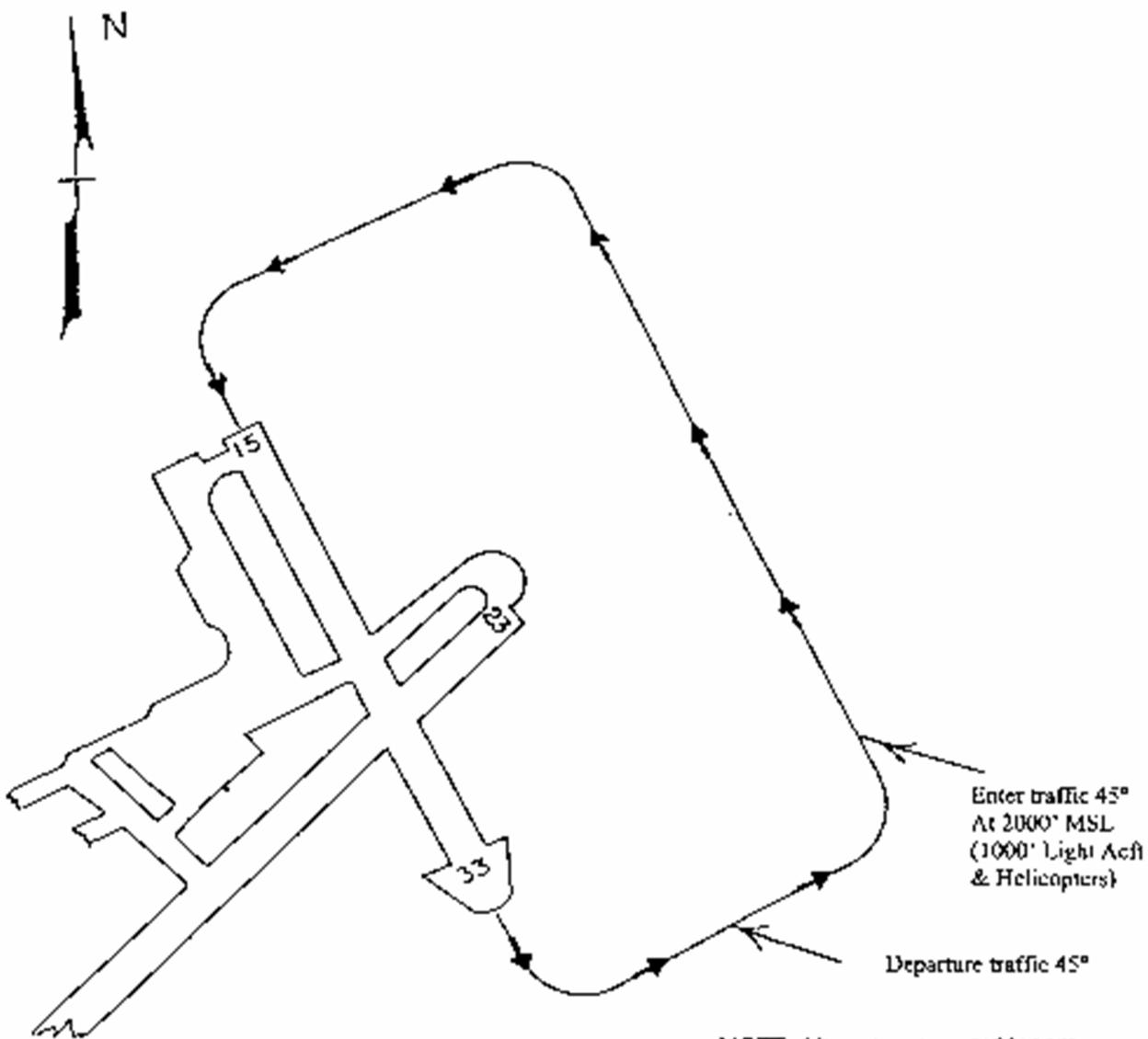
Attachment 5

TRAFFIC PATTERN RUNWAY 33



Attachment 6

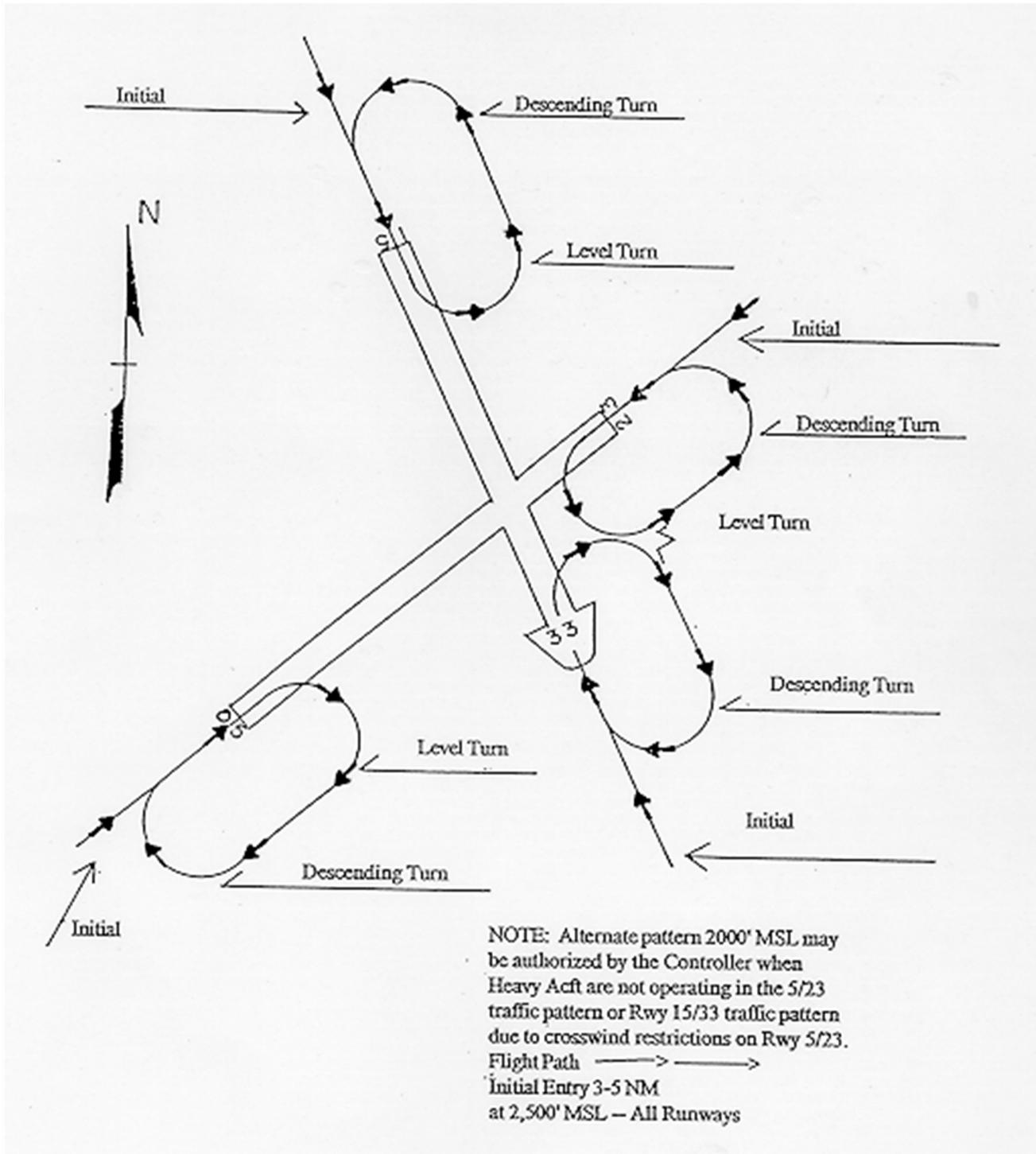
TRAFFIC PATTERN RUNWAY 15



NOTE: Alternate pattern 1500' MSL may be authorized by the Controller when heavy Acft are not operating in the traffic pattern. Practice VFR closed traffic pattern to Rwy 15 will not be approved for heavy Acft unless crosswinds prohibit the use of Rwy 5/23.

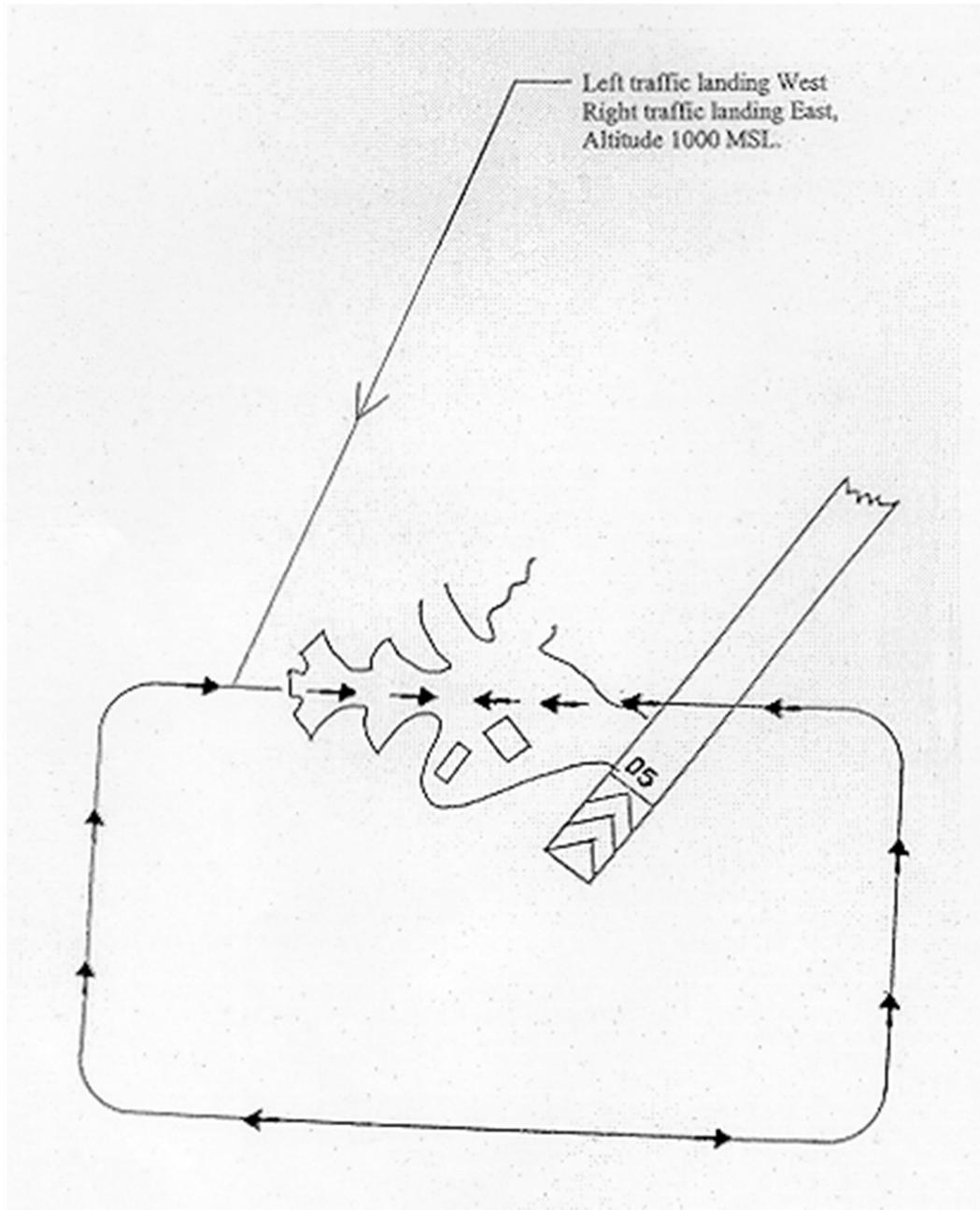
Attachment 7

TRAFFIC PATTERN OVERHEAD ALL RUNWAYS



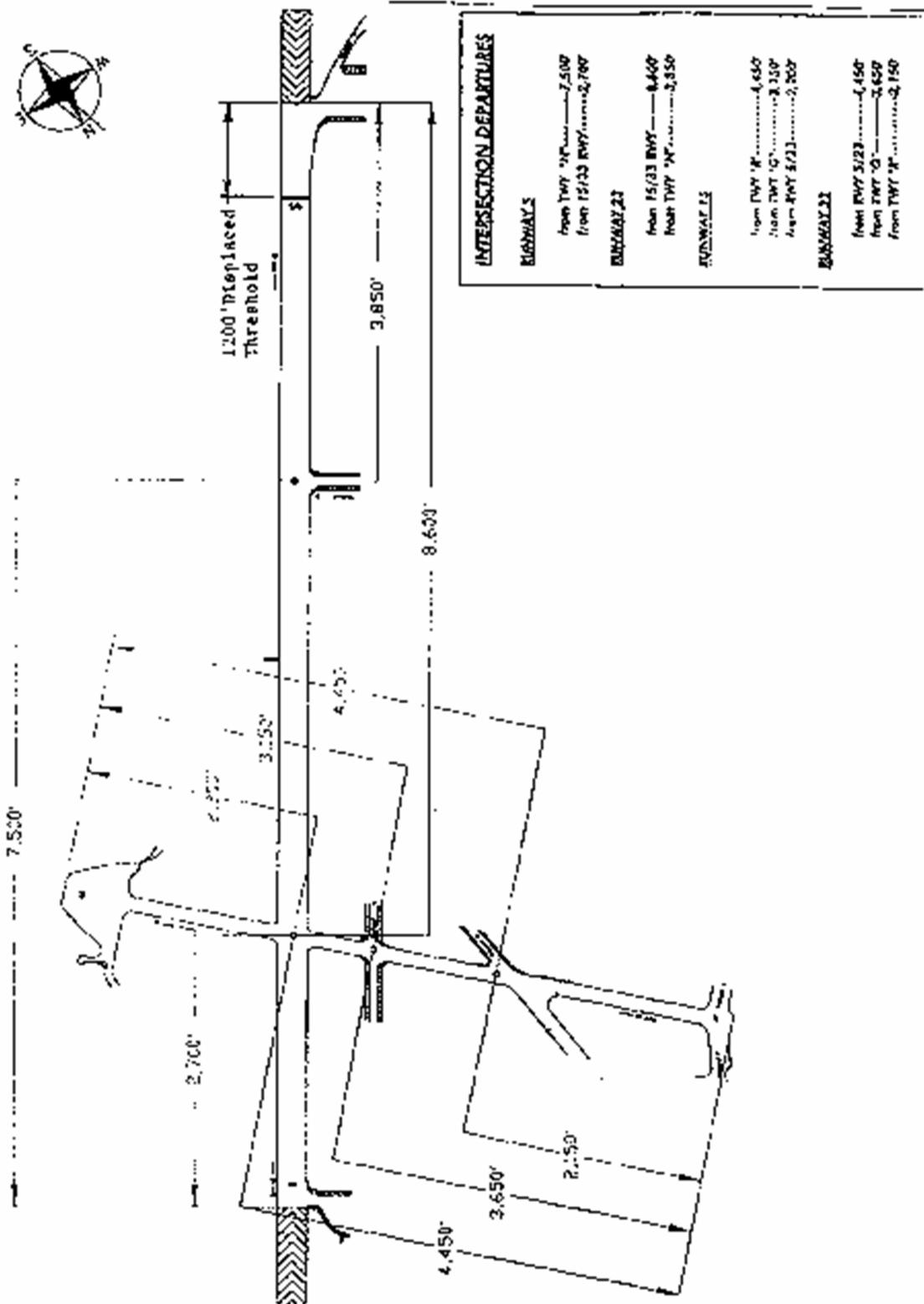
Attachment 8

ADDITIONAL AASF HELICOPTER TRAFFIC PATTERN



Attachment 9

INTERSECTION DEPARTURES



Attachment 10 (Continued)**BEANBAG DROP ZONE**

Beanbag drop zone

Coordinates: N 42 - 12.5 W 72 - 32.3

Course: 297° True / 311° Magnetic

Length: 1,500 yards

Width: 800 yards

Elevation: PI - 240 feet DZ - 240 feet

PI Locations: CDS - 275 yards PERS - 350 yards

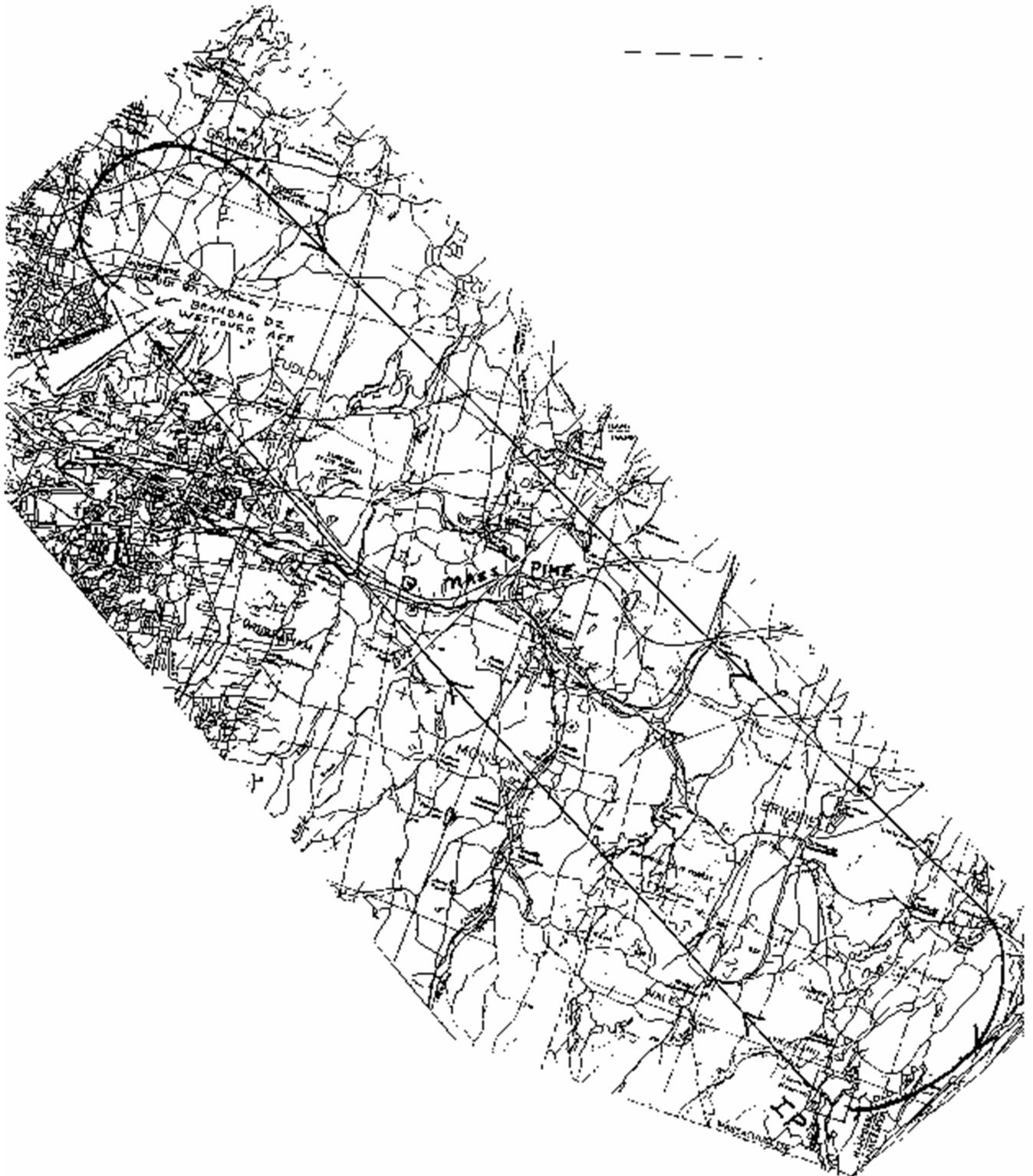
 HE - 550 yards TNG - 900 yards

REMARKS:

1. Scheduling Agency: 439 AW/XP, DSN 589-2843.
2. DZ Clearance:
 - a. Westover Tower (Freq. 134.85/348.4).
 - b. "Beanbag DZ" (Freq. 301.4).
3. 439 AW Command Post: "Casino Royale" (Freq. 252.1).
4. Timing lights are not available.
5. DZ has numerous 50' to 80' trees.
6. Extensive hard surface areas on the DZ (Abandoned Runway and Taxiways).
7. Contact Westover Tower prior to entering control area.
8. Parachuting units will accept responsibility for injury/damage to personnel/equipment.
9. Night time personnel parajumps require approval by 439 AW/XP.
10. HALO personnel parajumps must be approved by the 439 AW/XP.
11. Normal training Airdrops utilize the training PI. However, multiple Heavy Equipment, personnel and CDS Airdrops may use the appropriate PIs as required, coordinated and briefed.

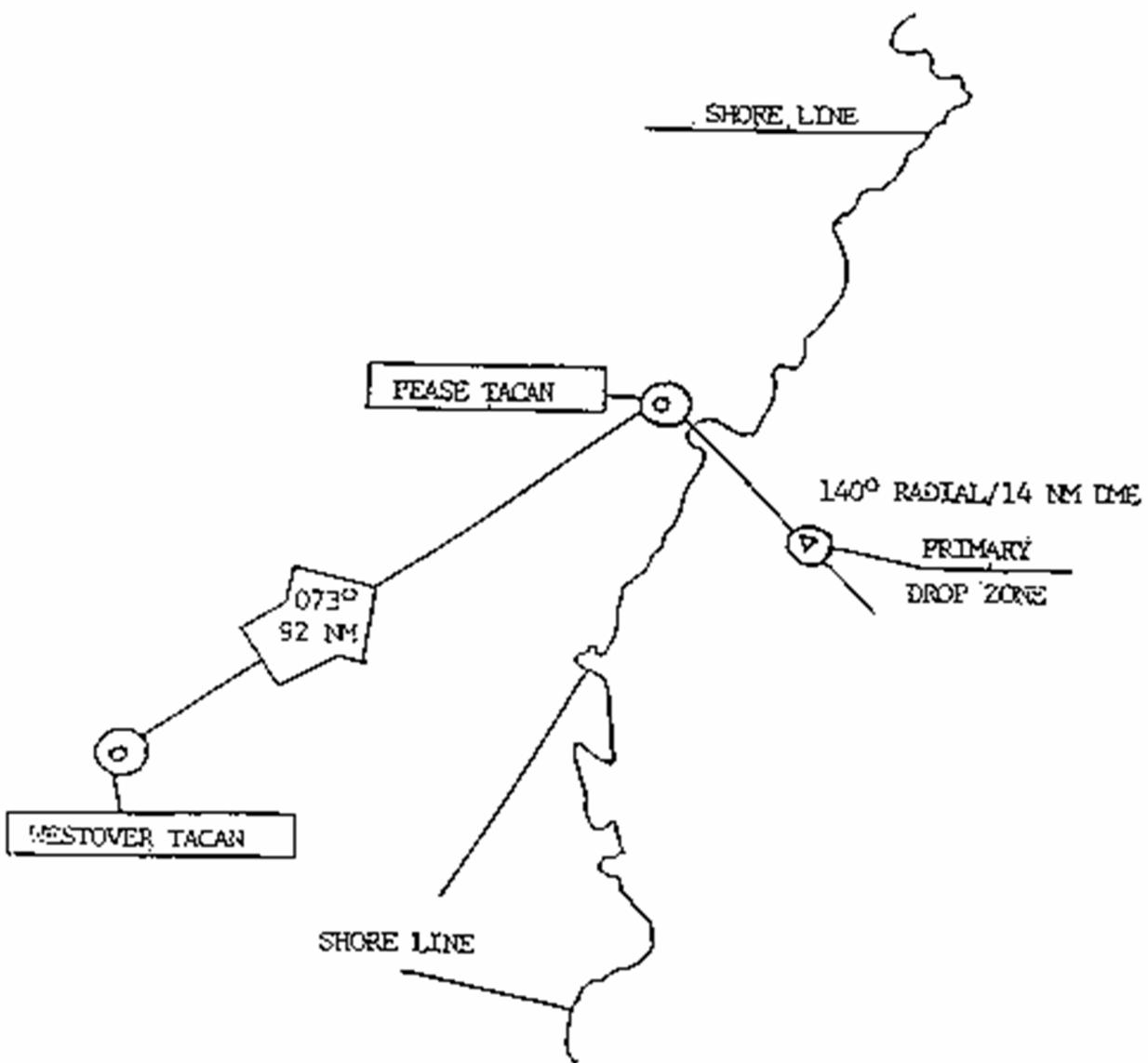
Attachment 11

RACE TRACK OVER BEAN BAG DROP ZONE



Attachment 13

CARGO AND FUEL TANK JETTISON AREA (IFR)



Attachment 14

HOLD LINES

